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The Record.

VOL. XIV. NO. 18.

GOOD ROADS BETTER COUNTRY

Highways Tell Tale of Profit or Loss
and Spell Ruin for County That
Neglects Them.

The plain people of the land are far-sighted with the truths of history. They know the past. They realize that often difference between good roads and bad roads is the difference between profit and loss. Good roads have a money value far beyond our ordinary conception. Roads constitute our greatest drawback to internal development and material progress. Good roads mean prosperous farmers; bad roads mean abandoned farms, sparsely settled country districts, and emigrated populated cities, where the poor are destined to become poorer. Good roads mean more cultivated farms and cheaper food products for the tillers in the towns; bad roads mean poor transportation, lack of communication, high prices for the necessities of life, the loss of untold millions of wealth, and idle workmen seeking employment. Good roads will help those who cultivate the soil and feed the multitude, and whatever aids the producers of our country will increase our wealth and our greatness and benefit all the people. We cannot destroy our farms without results. They are today the heart of our national life and the chief source of our material greatness. Tear down every edifice in our cities and labor will rebuild them, but abandon the farms and our cities will disappear forever.

I take an abiding interest in this all-absorbing question for better highways—by some plan it can be done honestly, economically and constitutionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory so long as the people get the results.

I am for the cause and in the fight to stay. Good roads mean progress and prosperity, a benefit to the people who live in the cities, an advantage to the people who live in the country, and it will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable; they enhance the value of farm lands, facilitate transportation, and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tear and worry and waste; they beautify the country, bring it in contact with the city, they

enhance the industrial progress of the people; they make better homes and happier hearts; they are the avenues of trade, the highways of commerce, and mail routes of information, and the agencies of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse, prevent intellectual stagnation and increase the happiness and the prosperity of our producing masses; they contribute to the glory of the country, give employment to our idle workmen, distribute the necessities of life—the products of the fields and the forests and the factories—encourage energy and husbandry, incite love for our scenic wonders and make mankind better and greater and grander and broader.

Good roads are the arteries of industrial life of a great and powerful people. Good roads make a good country. In a government such as ours all sorts of men and women are more or less absolutely dependent upon the best and speediest means of communication and transportation. If you say that good roads will only help the farmer, I deny it. The farmer who produces the necessities of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers—the producers of the necessities of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures to better the means of transportation. They knew that of all human agencies the one which has done most for civilization has been the building of good roads—thebridgment of distances, the shortening of time—in the facility of communication. They realized the necessity of good roads, how important they were to the country, to its growth and its development; and to mankind, morally, physically, intellectually and industrially.

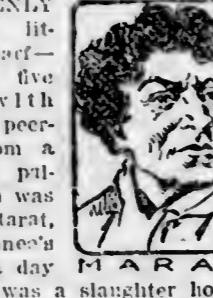
WILLIAM SULZER.

Division Extraordinary.
At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hernández, the director, gave orders to one of the workmen, a stalwart Irlamian, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough to be used in feeding some of the animals. Later in the day the son of Irlam appeared at the director's office, much excited, and stamped: "The dynamite has blown that log into tree halves."

Historic Blackguards

By Albert Payson Terhune

Marat—"Star Villain" of the French Revolution



RACE PROGRAM IS VERY STRONG

This Department of State Fair Under L. B. Shropshire Promises Big Interest.

THE SIX BIG STAKE EVENTS

Six Purse Events, Six Running Races, Gentleman's Cup Race and Lady's Cup Race Among Star Features of Program.

From a racing standpoint, patrons of the Kentucky State Fair, the week of September 9-14, will be well provided for, as the program, which has been arranged by L. B. Shropshire, assistant secretary of the fair, is one of the best seen in Kentucky in years. It has arranged for six stake events for trotters and pacers, valued at \$600 each, and, in addition, he has provided for six running races, one for each day of the fair, and a Gentleman's Cup race, and a Gentleman's Hilding race, the last-named two to be called the closing day of the fair. Among the state races will be one for two-year-old trotters, one for three-year-old trotters, one each for 2118 trotters, 2125 trotters, 2136 pacers and 2125 pacers. The purse events will consist of one each for free-for-all trotters, 2118 trotters, 2115 trotters, 2120 trotters, 2121 pacers, 2117 pacers and one for free-for-all pacers.

During the past two years the riding feature of the fair has proved one of the most interesting of any attraction provided by the management, and because of that fact it became apparent to Secretary J. L. Dent that better facilities would have to be provided for caring for the patrons of that particular feature. With this idea in view, the very first contract entered into by Commissioner Newland and Secretary Dent was with contractors for the enlargement of the grand stand, and when the gates are thrown open the morning of September 9, just twice as many people will have room to have a race track section of the grandstand as formerly. The new addition to the grand stand will be of reinforced concrete, similar to every respect to the original part of the big stand, making it one of the largest as well as one of the most substantial grand stands in the country. Here can gather thousands of Kentuckians to renew old acquaintances as well as to witness the sport that is dearest to the heart of every native born son and daughter of the old commonwealth. Unlike many of the race tracks of the country where trotting and running races are operated simply for the benefit of the track owners, the sport furnished at the State Fair can readily be designated as that of the "King of Sports" as the management of the fair has no idea of reaping any reward except that which comes from a good word passed around by its patrons. Therefore all races are decided strictly on their merits and in each instance the best horse wins. That some of the best horses in training on the tracks of Kentucky and other states will participate in the trotting and pacing events on the program this year is demonstrated by the fact that already owners have applied for stable room for the week and have made numerous entries to the stakes.

At last it became safe for Marat to come wholly out of seclusion and to proclaim aloud, by voice and by his newspaper, his ideas for the death of his fellowmen. The revolutionary leaders feared and hated him. They held him in contempt for his equal fit and his shrieking clamor for blood. But they could no longer send him into hiding. For the worst element of the mob now ruled. Paroxysm. And the mob adored Marat. He grew in power and his most terrible orders were obeyed.

He framed a law by which 400,000 persons were arrested on suspicion of being false to the revolution. Hundreds more were guillotined at his command. He even gravely expressed a wish to behead an entire French army of 270,000 officers and men.

With Robespierre and Danton (both of whom later fell victims to the guillotine) he formed a triumvirate to govern the French people. For a time he was the ruling spirit in this combination. In vain did his opponents call him "sever rat," and even less complimentary names. In vain did he plot for his downfall. By sheer force of evil he crushed all opposition. And the crazy mob slavishly followed his one virtue. By grafting, as did other revolutionary chiefs, he might have made millions of dollars. He died in power and his most terrible orders were obeyed.

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ROYAL BAKING-POWDER

Absolutely Pure

To have pure and wholesome food, be sure that your baking powder is made from cream of tartar and not from alum.

The Label will guide you

Royal is the only baking powder made from Royal Grape Cream of Tartar

No Alum No Lime Phosphates

I. C. R. R. LOCAL TIME CARD.



NORTHERN BOUND.
8:00 A.M.
122 Louisville Express 11:30 A.M.
102 Cincinnati Express 1:30 P.M.
104 Louisville Local 1:45 P.M.
120 Central City accommodation 3:15 P.M.

SOUTHERN BOUND.
8:00 A.M.
135 Paducah and Cairo Special 5:15 P.M.
136 Fulton accommodation 5:30 P.M.
101 New Orleans special 7:30 P.M.
103 N. O. Spec. (Louisville passenger only) 1:30 A.M.

June 5, 1911. W. G. CRAWFORD, Agt.

Local Mention.

School begins here in two weeks.

Old soldiers' reunion at Central City next Saturday.

See Coombs & Co. before you sell your beef hides. 027

Mr. John Wilkins, wife and children, of Maysboro were here last Friday with relatives and friends.

School boys are counting the few remaining vacation days.

Coal haulers are beginning to get busy, and are securing contracts for the winter supply of fuel.

Victor machines, records and needles at Roark's.

There have been several delays in the winding up of the work at the new mill, but things are now progressing nicely, and it is hoped that the plant will soon be ready to receive wheat.

Kirkwood & Collins, the livery men of Central City, have inaugurated an automobile transfer line between their place and Greenville, arriving here at 7 a.m. and returning at 8. Other trips are being arranged, and the schedule will soon be fixed. The fare is \$1 in either direction, and will prove profitable and popular.

Read the notice to stockholders of the light and water company.

Mr. J. B. Tunstill is improving his residence on Cherry street by the addition of a commodious porch and other conveniences.

Mr. Harry Thomas, who has been spending the year in State College, has returned home.

We are informed that the tobacco pool will be closed Sept. 1, and those who desire to join have little time to lose.

Misses Mary Taylor and Louise Wickliffe have returned from a visit to friends near Pembroke.

Today is "Good Roads Day" in Christian county, and after several months of publicity and personal work it is expected that hundreds of farmers and dozens of teams will make vast and permanent improvements along many miles of public highway, and at the same time set in motion a movement that will gather force and result in untold good in that as well as other counties. Why not have a "Good Roads Week" in Muhlenberg this fall, when farmers get a leisure, and when the prospect of the horrible roads we had last winter begins again to stare them in the face?

The Green-Marks Concrete Co. secured the contract for the bridge across Little Caney, at the foot of the town hill, and the work has been started. It will be some weeks before traffic can be resumed across the bridge, as about a month will be required for the bridge to season after it is completed.

Get mounts for calendars, mot-toes, etc. at this office.

Ross Martin Drops Dead.

Ross Martin a well known colored man, dropped dead about 4 o'clock last Saturday afternoon in the woods west of town. He was returning from a day's work in the mines, and had not complained of feeling ill. There were several persons present when Martin fell and his death was instantaneous. About a week before, Martin had a fainting spell at his home, but had apparently entirely recovered. An inquest was held, and a verdict of death from heart failure was returned. Interment was in Fairmount cemetery Sunday afternoon, and was witnessed by a large number of people.

Our own Ollie James declares that Teddy is not a bull mouse, but a bull mouse, and many people agree with Ollie in that statement.

The last school examinations will be held here tomorrow and Saturday, and it is thought there will be several candidates.

The Grayson County fair is being held at Litchfield this week, and the attendance is reported heavy.

Rugling Bros.' Circus will spend the first week in September in Kentucky showing at Hopkinsville the 7th.

Mr. S. F. Dostill, of Paducah, has been here a few days on business matters.

Best one ever made—the Kirsch curtain rods; Roark has a large line.

A Great Presidential Campaign offer.

The most liberal we have ever made. The Record until January 1, 1913, and The Daily Evening Post until November 10, 1912 (count the time) for just 75 cents.

This is less than one half the regular price. The sooner you send in your order the more you will get for your money. Be sure to send in your order under this special rate today to THE RECORD, Greenville, Ky.

You won't buy anything else, if you see the Kirsch curtain rods at Roark's.

Two desirable building lots in the Sparks addition for sale; apply to this office.

Labor Day, September 2, is the next event of national importance.

With the residence and jail is being pushed to the limit, and the contractors will almost be ready by September to turn the complete job over to the county. Rain has interfered to a considerable extent, but every bit of favorable time has been employed fully.

It is now considerably further to the depot, as traffic is being detoured while the new bridge is being built.

There has been rather too much rain for tobacco, in many places, and it is feared that the weed has been damaged to some extent.

Misses Elsie and Dow Eades, of Birmingham, Ala., are spending a few days here with Mrs. J. W. Lam and other relatives.

There are several Muhlenberg boys in the Northwest doing farm work, and from letters to home folks and friends information is gathered that the crops through that section are uniformly fine.

With the thermometer ranging along in the 70's we are having the principal attractions of the mountain resorts.

Horse Killed By Lightning Sunday.

A horse belonging to Mrs. W. D. Oates was killed by a stroke of lightning about 9:30 o'clock last Sunday morning. The accident was a rather peculiar one, as the horse was standing under a tree in a lot near her home, and the tree was not struck or damaged in any way, the freak stroke reaching the horse in some way out of the usual.

Kill the Fly. Why? Because—

Flies breed in manure and other filth.

Filles walk and feed on excreta and spots from people ill with typhoid fever, tuberculosis, diarrhoeal affections and many other diseases.

One fly can carry and may deposit on our food 5,000,000 bacteria.

One fly in one summer may produce normally 195,321,500,000,000,000 descendants.

A fly is an enemy to health, the health of our children, the health of our community!

A fly cannot develop from the egg in less than eight days; therefore, if we clean up everything thoroughly every week, and keep all manure screened, there need be no flies.

Only minor repairs have yet been made to the streets, but there is a vast amount of such work needed.

Midnight Fire Burns Storehouse

Fire discovered at midnight Monday in the store of W. A. Young, near the depot, quickly destroyed the building and an adjoining warehouse, together with the contents. The alarm was turned in promptly and the response made by the firefighters was prompt, but on account of the frame building and the nature of the contents, the fire had made such headway that the two streams of water had little effect on the flames, though all danger to adjacent property was removed. The origin of the fire is a mystery, the whole interior of the store being in flames when first seen. Mr. Young estimates his loss above \$10,000, and he is protected by insurance amounting to \$9,300 which covers him pretty well. This fire is the third that has occurred in business houses in that district within a year, and all have been total losses. Mr. Young is arranging to rebuild, and hopes to soon be ready to resume business at the same stand.

SPARKS FROM THE FIRE

The wildcat whistle quickly gathered a crowd.

Fire Chief Riley Dexter and his assistant Chas. W. Roark were right on the job from the jump, carrying out the two reels and aiding the men in the fight all the way through.

The number of girls and women present was fully up to the average in attendance and a great improvement in appearance.

The light and telephone people were subjected to a considerable extent, wires and poles being destroyed, and the service interrupted.

The arc lights soon went out, and the town was in darkness.

The night crew at the Sweeny livery barn made lightning hitches, supplying two luggages for the hose reels in about a pair of minutes.

Adjoining property was never in danger, but that is all the good the fire department could do, as the building was too far gone to be saved.

What is worrying most people is that this is the first fire of a new series, and according to the rule that has obtained here for a score or more years, there are two more to follow.

This is the third business house that has been destroyed at the depot in less than a year, and there are only two remaining.

Fortunately the electric light wires were across the street, and so there was no danger from firemen coming in contact with live wires.

There were the usual number of people in town who heard of the fire for the first time the next morning.

The necessary time required in getting the hose carts to the fire emphasizes the necessity of having a cart on the spot there.

It is thought the I. C. R. R. Co. would join in a plan to provide an additional hose and reel at the depot, and it is needed.

The warehouse adjoining the store was a most excellent example of the sheet steel covered building, again demonstrating it to be the most dangerous form of construction possible. It was impossible to get any water on the fire until the building collapsed.

There were no accidents and no one was injured.

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Miss Dyer in Song Recital.

Miss Grace Dyer, a Kentucky woman who has been in New York for some years studying under leading teachers, and who is at present first soprano in the First Presbyterian church, at Buffalo, N. Y., gave a song recital at the Cumberland church Monday evening that was a real treat to an audience that should have been larger. The program was well balanced and varied in selected features, and her rendition was thoroughly satisfactory.

Every number was worthy of praise, but the "Villanelle," a perfect type of the Italian music song, was rendered with a brilliance that easily placed it at front of all numbers, as it showed a voice of entrancing range, flexibility and expression that has seldom been heard here.

"The Rosary" was given gloriously, and suffered none from being sung to her own accompaniment. Miss Dyer was ably assisted by her pianist, Mrs. M. L. Gilton, who is a capable, sympathetic performer, and showed admirable talent in two solos which she gave.

A return date here would result in a largely increased audience, so favorable is the impression made by these artists.

Mrs. Phoaso Martin Dies.

Cordie, wife of Mr. Phoaso Martin, in her 35th year, died at their home near Nebo at 2 a.m. Monday, after an illness from tuberculosis that for many weeks had confined her to her home.

She was a woman of lovable character, and had a wide circle of friends. Funeral services were conducted at Green's Chapel at 2 o'clock Tuesday afternoon by Rev. J. C. Gary, and members of the Golden Cross participated in the burial ceremony.

The light and telephone people were subjected to a considerable extent, wires and poles being destroyed, and the service interrupted.

The arc lights soon went out, and the town was in darkness.

The night crew at the Sweeny livery barn made lightning hitches, supplying two luggages for the hose reels in about a pair of minutes.

The necessary time required in getting the hose carts to the fire emphasizes the necessity of having a cart on the spot there.

It is thought the I. C. R. R. Co. would join in a plan to provide an additional hose and reel at the depot, and it is needed.

The warehouse adjoining the store was a most excellent example of the sheet steel covered building, again demonstrating it to be the most dangerous form of construction possible. It was impossible to get any water on the fire until the building collapsed.

There were no accidents and no one was injured.

Horse Killed By Lightning Sunday.

A horse belonging to Mrs. W. D. Oates was killed by a stroke of lightning about 9:30 o'clock last Sunday morning. The accident was a rather peculiar one, as the horse was standing under a tree in a lot near her home, and the tree was not struck or damaged in any way, the freak stroke reaching the horse in some way out of the usual.

Kill the Fly. Why? Because—

Filles breed in manure and other filth.

Filles walk and feed on excreta and spots from people ill with typhoid fever, tuberculosis, diarrhoeal affections and many other diseases.

One fly can carry and may deposit on our food 5,000,000 bacteria.

One fly in one summer may produce normally 195,321,500,000,000 descendants.

A fly is an enemy to health, the health of our children, the health of our community!

A fly cannot develop from the egg in less than eight days; therefore, if we clean up everything thoroughly every week, and keep all manure screened, there need be no flies.

Only minor repairs have yet been made to the streets, but there is a vast amount of such work needed.

ARROW and NITRO CLUB

Steel Lined SHOT SHELLS
The Remington Club cut into a powder shell.

The speed that breaks your targets nearer the trap. That's why Remington UMC Steel Lined Shells have won 13 out of the 15 Handicaps held in the last three years.

The speed that gets that mile-a-minute "duck" with a shorter lead—that's why it takes over 50,000 dealers to handle the demand for Remington UMC Steel Lined Shells.

The shooting fraternity are speed wise. They know loose smokeless powder won't drive shot. They know that the drive depends on the compression.

The powder charge in Remington UMC shells is gripped in steel. This lining is designed to give the exact compression necessary to send the load to the mark quickest. It insures speed—the same speed in every shell.

The steel lining is moisture proof—no dampness can get through.

Jar proof—no powder can get out. Waste proof—no energy is lost.

Shoot Remington UMC Arrow and Nitro Club Steel Lined Expert factory loaded shells for Speed plus Pattern in any make of shotgun.

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